

## Correspondence.

## PREVENTION OF SOUND.

Sir,—An acquaintance of mine having a machine turned by hand for cutting meat, wished to have it inclosed, to prevent it from being a nuisance, the neighbours having complained of the great noise it made. I surrounded it with 9-inch brick walls, turned an arch all over in cement, lined the inside with patent felt, making it air-tight, and placed the feet of the machine on india rubber two inches in thickness. The sound, however, is only partly prevented by these arrangements; and I should feel obliged if some of your numerous correspondents will be so kind as to inform me, through the medium of your excellent journal, the best method which can be adopted to prevent the noise altogether.

I am, Sir, &amp;c.,

W. H.

## Miscellaneous.

THE "RAILWAY KING" OF FRANCE.—The "Railway King" in France, the French Hudson, in an odd-looking, but keen-observing individual, of the name of M'Kenzie. He is a great favourite of Louis Philippe, at whose numerous and promiscuously attended soirées M'Kenzie cuts a droll and conspicuous figure. If not a native of Liverpool, he was at no distant date a "navie" there, working—and no shame to him—in high-roads, ankle-deep at the docks in mud and clay. This gentleman, though entirely uneducated, and of brusque manners, is remarkable for his practical knowledge of engineering; and it is proved by the flattering fact, that M'Kenzie is consulted by the Government authorities of France touching the practicability of the various railway lines either in progress or contemplated; and this in preference to the engineers of Paris, who have long been celebrated for their knowledge in the sciences or art, for it partakes of both. M'Kenzie has a partner, named Barry, once—he may be so still—a gentleman connected with the Manchester newspaper press. These facts are highly honourable to all parties. M'Kenzie's oddity of manner and appearance present a curious contrast to that of the Parisians; *malgré*, he carries all before him, whether on the Champs Elysées, where the railway shareholders, jobbers, &c., "most do congregate," or in the gilded saloons of the Tuileries. —*Liverpool Chronicle*. [The Mr. M'Kenzie named above was a considerable contractor for public works in this country for many years. He was the contractor for the Junction Dock, at Hull, and other works there. Mr. J. D. Barry, who is stated to be his partner, was, subsequently to his connection with the Manchester press, editor of the *Chester Chronicle*. —*Manchester Guardian*.]

PICTURE GALLERIES.—It cannot but excite the surprise and regret of every person who has reflected on the subject, and been desirous of admiring and dwelling on finer works of art, whether pictures or sculptures, to find them placed in common rooms with several small windows directly opposite the subjects, and these windows indiscriminately facing either the east, west, north, or south; added to which disadvantages may be seen a total disregard to the colour of the walls, and to contiguous objects. After thousands of pounds have been expended on a collection, it is astonishing to find it thus sacrificed, thus immersed, either in dark cells or exposed to the scorching and dashing sun. Let us, however, hope that a better taste has commenced, and that the noble art of architecture will be liberally encouraged by the affluent, and skillfully employed by the professor to protect and adorn our sister arts. —*BRITTON'S Illustrations of Southill Abbey*.

WESTMINSTER BRIDGE.—From 1810 to 1838 this bridge cost in repairs, £3,097. 6s. 9d. From 1838 to 1844 the amount was £2,661. 7s. 6d. and a further sum of £2,479. 4s. 6d. was required for further works. The property belonging to the bridge only realizes 7,464. 11s. 8d. a year.

MALT-HOUSE FLOORS.—A correspondent wishes to know the best material wherewith to construct malt-house floors. Either, faced with stone slabs, or a coating of Roman cement on a solid foundation, will answer the purpose.

ORNAMENTAL CHAIR.—A very elaborately carved Gothic chair, in the style prevalent during the fifteenth century, has recently been placed in the vicinity of the altar of our cathedral. It is worked in oak, and the most striking feature about it, at first glance, is its high back, ornamented with rich tracery, and terminated by a crocketed gable, flanked by pinnacles. At each elbow or side of the seat, is the figure of an angel bearing a shield, and on the border of frieze beneath, is a scroll containing the following inscription:—"FELIXW. DEC. NORWIC. DRO. ET ECCLESIE. D.D. MDCCCXII." This chair is for the use of the bishop, and another chair similar in general design, but differing in some of the details, has yet to be added for the dean. The chair which we have described has been executed under the superintendence of Mr. John Brown, the architect, by Mr. W. C. Vincent, a native of Norwich, but now carrying on business as an architectural carver in London. He is engaged in completing the chair for the dean, which, we understand, will be here shortly, and the effect of the two noble pieces of ecclesiastical furniture in conjunction cannot fail to be not only rich and beautiful in itself, but also such as will materially enhance the appropriate character of that portion of the sacred edifice to which they appertain. —*Norfolk Chronicle*.

SELENDIO IRON BRIDGE OVER THE NEVA.—Messrs. Bury, Curtis, and Kennedy, the celebrated engineers, of Liverpool, have received instructions from the Emperor of Russia to construct an iron bridge of powerful dimensions to be erected over the river Neva at St. Petersburg. This river is at present crossed by three bridges of boats only, and in the winter season the damage done to them by the ice is so considerable, that it has been determined to erect the bridge in question; and it is probable at a future time the other two will be replaced by bridges of iron. The length of this bridge is 1,078 feet, and will consist of seven arches—the centre one being 156 feet span; and the three on each side, 143 feet, 125 feet, and 107 feet respectively. A separate arch at one end will be devoted to a swivel-bridge, seventy feet wide, by which vessels can be admitted to the Custom House. The total weight of iron in this enormous structure will be nearly 10,000 tons, or about five times the quantity which was employed in the famous Menai bridge: the cost of the iron alone will exceed 100,000. —*Mining Journal*.

RE-OPENING OF CONNIE-BISSETT CHURCH.—The parish church of Connie-Bissett is an interesting one to the Ecclesiologist, portions of the edifice being as ancient as the early part of the twelfth century. The interior exhibits distinct features of the Anglo-Norman and early English styles—the font being of the latter class; and these features have been preserved in the restoration which the building has undergone. Open sittings, of very substantial oak, are liberally distributed on the floor, and have been fashioned from an ancient pattern of similar seats formerly existing in the church. The new roofing is formed of polished oak, with the ancient corbel heads restored. Appropriate texts of Scripture, in the illuminated style, are placed on the walls and pulpit. The exterior repairs have also been very considerable—large portions of the walls having been entirely rebuilt. Previous to its repair, the church was in a most dilapidated condition, and afforded miserable accommodation for about 150 persons; now at least 300 may find sitting room.

ADVICE TO GOTHIC ARCHITECTS, BY SIR WALTER SCOTT.—In his novel of "The Pirate," in reference to the Cathedral and Earl's and Bishop's Palaces at Orkney, the author of "Waverley" remarks, that "Several parts of these ruinous buildings might be selected (under suitable modifications) as models of a Gothic mansion, providing architects would be contented rather to imitate what is really beautiful in that species of building, than to make a medley of the caprices of the order, confounding the military, ecclesiastical, and domestic styles of all ages at random, with additional fantasies and combinations of their own device, 'all formed out of the builder's brain.'"

RISE IN THE PRICE OF IRON.—Several of the largest houses in South Staffordshire have issued circulars, quoting the price of bars at 20s. and pigs at 10s. in advance of the prices we recently published.

INCREASED VALUE OF LAND.—If proof was wanting to shew what an extraordinary increase has taken place in the value of land in this country during the last half century, we might point to the great price which the sale of each successive estate brings that is put into the market. In the "Scots' Magazine," of 1792, it is stated, that the estate of Kelly, in Renfrewshire, was sold in that year to Mr. John Wallace, for 10,750. The same estate, when sold the other day, brought 65,000, although denuded of a valuable part of the shore ground, which has been retained by the late proprietor. There is no other commodity in this country which is at all to be compared to land for an increase of value, especially if that land has received proper attention in agricultural improvement similar to the estate of Kelly. —*Glasgow Chronicle*.

JARROW COLLIERY EXPLOSION.—Sir H. de la Beche and Mr. Playfair have been appointed by the executive to make a searching investigation into the causes of the explosion at Jarrow Colliery.

## Tenders.

For the rebuilding of the Parochial School-rooms, Bethnal Green:—

Vargan	£ 2.297
Crowhurst	1.796
A. Wilson	1.597
Simmons	1.580
J. Goss	1.545
Cabitt	1.500
Smith	1.470
Charnock	1.447
Cooper	1.398
Lockwood	1.387
Geary	1.360

For the erection of a New Infirmary building to Lambeth Workhouse; Mr. W. Rogers, architect:—

Macey	£ 1.698
Messrs. Ward	1.673
Robson	1.590
Plaskett and Shelton	1.540
Thompson	1.530
Gerry and Son	1.534
Bartenshaw	1.529
Smith	1.525
Patrick	1.520
Barr	1.500
Cooper and Davis	1.185
Crowhurst	1.192
Mason	1.450
Cabitt	1.377
Ryder	1.300
Willson and Son	1.298
Cutress	1.260
Wilson	1.244

Not opened in the presence of the parties; Cutress's Tender accepted. The quantities were furnished by Mr. Marsland.

For building Six Houses and One Stable, in the Bow-road, for Mr. William Mott:—

Hill and Son	£ 4.180
Carton and Son	3.996
Glenn	3.622
Hawke	3.590
Ketling	3.503

For erecting School-rooms at Chatham on the British system; Mr. Edward Gotto, architect:—

Andrews	£ 863 14 0
Langley	728 0 0
Clements	720 0 0
Beveridge	702 0 0
Robins	685 4 7
Dadd	658 14 0
Booth	635 0 0
Foord	611 11 0
Pemble	557 10 0

All the Parties tendering, except Mr. Pemble, were supplied with the bills of quantities by the architect.

Tower Hamlets Sewers: Homerton to Clapton-square, 4 feet by 2 feet 6 inches; length, 415 feet; Church-street to Clapton-square, 4 feet by 2 feet 6 inches; length, 330 feet; total length, 745 feet:—

Curtis	£ 634
Livermore	617
Stewart	600
Hill	599
Crook	598